



Richmond, the Capital City

Richmond, the capital of Virginia and the greatest commercial and manufacturing centre of the South, is today only upon the very threshold of a wonderfully prosperous era which promises to place her in the front rank of the cities of America, for with natural advantages of unsurpassed power for manufacturing purposes, with transportation facilities second to no other city of the country; with an intelligent, industrious and educated working class, and with sufficient capital to more than supply all the demands of thriving business and growing trade, there is no other community which has a greater or brighter commercial and industrial future as the active and progressive metropolis of the Old Dominion.

Great Clearing House. Standing as it does midway between the North and South, it has become the great commercial clearing-house for each section doing business with the other, while with the West and Middle West it is connected by great railroad systems, over which it secures the low traffic rates which obtain at deep-water and seaboard terminals.

The South, forty years ago devastated and bankrupt by war, has risen from the ashes of her ruin, and has become a dominant section of the country, alive to her own interests, realizing her unbounded resources and opportunities within her borders. No other part of America is so bright with promise as are the Southern States, whose resources, undeveloped and unfostered in the past, are veritable sources of wealth beyond the dreams of commercial avarice.

It has been said that the wealth of the South is increasing at the enormous rate of \$5,000,000 a day, and that last year the raw cotton crop alone retted the people of the South over \$200,000,000, while the manufactured product in Southern mills greatly added to this startling sum.

With its geographical position as the gateway to this golden land of promise, with six railway systems and two steamship lines reaching out and traversing these regions of wealth, Richmond naturally shares, as perhaps no other city does, in the South's prosperity.

City's Prosperity. As an indication of the city's prosperity nothing is more significant than the healthy condition of the banking institutions, which number twenty-one, not including many branch banks scattered throughout the retail business sections, and whose total assets amount to \$16,775,000, with bank clearings during the year 1906 of \$363,457,210.

A comparison with other Southern cities shows that Richmond's bank clearings exceed those of any two cities of the States on the Atlantic seaboard, and the fact is startling that the increase in bank clearings within sixteen years has reached 159 per cent., or more than \$190,000,000.

Apart from its commercial advantages Richmond is an ideal place in which to reside, for its location on the banks of James River, at the head of navigation, within ninety miles of the sea, and upon commanding hills, is most fortunate, being free from severe storms and blessed with the highest percentage of clear and sunny days during the year.

Strangers are delighted with the charm and beauty of the residential portion of the city, with its spacious parks, its broad avenues, with the stateliness of its private and public structures, and with the magnificent shade trees which fringe its streets and beautify its driveways.

No fewer than eighteen public parks, containing nearly 400 acres, are scattered throughout the city, while so numerous are the handsome statues erected to great Virginians that Richmond is known as the city of monuments.

Historic Places. Historic buildings and monuments in and around the city enhance the natural beauty of Richmond. The list might be extended to considerable length, but one cannot overlook the ancient State Capitol, designed in France in 1785, after the famous Maison Doree at Nîmes, while Thomas Jefferson was minister to that country, and erected under his supervision, and

very recently enlarged and improved; also in the Capitol Square are the Washington group—General Washington, surrounded by great Virginians—Hendon's Washington, said to be the greatest work in marble in America, and statues of Henry Clay, Stonewall Jackson, Dr. Hunter McGuire, a famous war surgeon, and Governor William Smith. On Monument Avenue are the monuments of President Davis and Generals Robert E. Lee and J. E. B. Stuart, the last two being equestrian statues, besides which there are other monuments to soldiers and statesmen elsewhere in and around the city; the White House of the Confederacy, now a Confederate Museum; the home of John Marshall, the great Chief Justice of the United States; St. John's Church, where Patrick Henry made his dramatic speech which aroused the colonists to arms; Seven Pines and the other great battlefields; Hollywood, that beautiful "City of the Dead," known throughout the land, where lie buried the remains of the Confederate President, Jefferson Davis; Presidents Tyler and Monroe and other eminent statesmen and soldiers, along with countless thousands of lesser note.

Other Advantages. Socially, Richmond offers all the advantages that a city of its size and traditions might be expected to possess. Educational facilities are exceptionally noteworthy. Here are located the Medical College of Virginia and the University College of Medicine, attended by students from practically every State. Richmond College, founded in 1822, has graduated in every State. The excellence of the Woman's College has brought to it so great a patronage from the Southern States that new and larger buildings will have to be erected. The Union Theological Seminary, the leading theological seminary of the Southern Presbyterian Church, is located in this city. The Virginia Mechanics' Institute, founded in 1854, is rendering assistance of inestimable value to ambitious young men.

The public school system is admirably conducted and liberally supported. There are separate schools for white and colored. The system embraces 343 separate schools, located in twenty-one large buildings and six smaller ones, owned by the city and instructed by 265 teachers and supervisors. The school population of the city is 23,958, of which 14,861, or about 60 per cent., are enrolled in the public schools.

Convention City. There are in Richmond ninety-six churches, with a membership of more than 47,000. St. John's, where Patrick Henry uttered the first clarion call for American liberty; St. Paul's, Monumental, built on the site of a burnt theatre, and one or two more, are historic. Others are noted for their beauty. The great Roman Catholic Cathedral has just been completed, a cost approximating half a million dollars and is considered to be the finest church edifice in the entire South.

There are eight hospitals in the city, all of the best type, and at least one or two claiming superiority over any others in the South.

The hotel accommodations are excellent, and within the past year the capacity of the first-class hotels have been doubled, so that Richmond, on account of its historical interest, together with being able to care for great numbers of visitors, has become one of the first convention cities of the country.

The transactions in real estate during 1906 amounted in round figures to \$6,000,000, and it is notable that the prices paid during that period averaged 45.91 per cent over the assessed value of the property sold, indicating a marked advance in values since the last appraisal. Building operations during the same period amounted to \$2,456,995.

Railway Facilities.

Among the railways converging at Richmond are the Chesapeake and Ohio, whose rails lead in three different directions; the Southern, whose rails lead in two different directions; the Atlantic Coast Line, the Seaboard Air Line; the Norfolk and Western, with three connections (the Atlantic Coast Line, the Seaboard Air Line and the Southern Railway); and the Richmond, Fredericksburg and Potomac Railroad, connecting at Washington with the Pennsylvania and Baltimore and Ohio

systems. Richmond is at present three hours and five minutes by rail from Washington, four hours and ten minutes from Baltimore, six hours and three-quarters from Philadelphia, nine hours from New York, sixteen and three-quarters hours from Boston, twelve and a half hours from Pittsburgh, and nineteen hours and a half from Buffalo, and when the double track to Washington and the Washington Union Station is completed, the time to the points above named will probably be shortened. To Cincinnati the time from Richmond is nineteen hours, and to Chicago twenty and a half hours. Eighty passenger trains enter and leave the city every day, six, and in some seasons eight, direct express trains run daily in both directions between Richmond and New York. One of the finest inter-urban trolley lines in the United States reaches Petersburg, twenty-three miles south, cars leaving terminals every hour. The Richmond and Chesapeake Bay Electric Railway, now under construction, will tap what is known as the Northern Neck of Virginia, one of the richest trucking sections of the world, and will soon be in operation between Richmond and the suburban city of Ashland, sixteen miles distant. The Tidewater and Western, which now operates between Bermuda Hundred on James River to Farmville, will shortly be extended to Lynchburg and Richmond, making a short route between these cities. The James River is navigable from Richmond to the sea. Two steamboat companies—the Old Dominion and the Virginia Navigation Company—as well as the rail lines, connect at Norfolk and Newport News with coastwise and ocean-going steamers, affording transportation facilities to all parts of the world.

Great Industries. The tobacco industry in all its branches is the leading one in Richmond, for the city furnishes more capital to handle the crop than all the other markets combined. The sales annually amount to more than 60,000,000 pounds, and the storage capacity of the various warehouses is 50,000 hogsheads.

The tobacco interests represent an investment of about \$7,500,000, and the production is valued at over \$20,000,000, giving employment to upwards of 10,000 men and women.

Next in importance are the iron and kindred industries, employing, as they do, nearly 10,000 operatives, with an output last year of nearly \$10,000,000. They vary from locomotives to drop forgings. Third in value of plants and of output is the manufacture of fertilizers, this city being headquarters of the largest fertilizer concern in the world. As a manufacturing centre, it enjoys the distinction of having the largest wooden-ware plant in the world, the largest baking-powder factory in the country, of being the largest centre for the manufacture of blotting paper, of having a world-renowned meat-juce factory, and the largest publishing house in the South. All of these specialties, as well as the volume and quality of its manufactures of food products, packing-house products, beer, flavoring extracts, drugs, and medicines, wood and paper boxes, leather goods, trunks, saddlery and harness, building materials, printing and boots and shoes, give it special prominence.

What It Offers.

"Careful investigation," says the Chamber of Commerce in a recent publication, "will result in conviction that, since manufacturing in the South at large is practically in its infancy, no other section of the country offers the prospective manufacturer so many inviting opportunities; and, with its excellent railway facilities, with its good system of rail and water routes to and from all parts of the country, with its superb climatic conditions, with its proximity to an unlimited supply of raw materials, and with its reputation already established as a successful manufacturing point, no other city in the South offers so many circumstances that combine to make success easy for its own manufacturers as does Richmond. This latter statement is effectively confirmed by the unusual success of Richmond's two hundred and fifty factories now in operation, and a number of smaller, but growing industries."